

UNION PACIFIC GREAT IRON TRAIL ACROSS VAST WESTERN EMPIRE

Railroad System's Contribution Toward Upbuilding of Territory West of Mississippi River Makes It Part of National Life—Composed of Units and to Think of Any One Is But to Suggest the Name Union Pacific.

The history of the development of the western country is the history of a great empire wrested from the wilderness by toil, hardship backed by energy, business and engineering genius. The history of the development of the western country is also the history of the railroads, for it was the Union Pacific, the first transcontinental railroad, that opened the vast area of unsettled land west of the Mississippi river, made emigration to the western country possible and consequently linked the east to the west with a boulevard of steel.

From the completion of the first transcontinental railroad which occurred at Promontory Point on May 10, 1869, when the golden spike that united the Union Pacific and old central Pacific into one line there has been a constant development of the railroad to insure greater transportation facilities that were demanded to meet changing conditions. Today the Union Pacific is one of the best equipped railroads in the United States, has more double track than any other railroad in the country, and has employed all the devices, including the block signal and a system of instruction for its employees, that are necessary to insure safety and convenience in travel. The passenger trains are modernly equipped and the service given the traveling public by courteous attentive employees makes a trip over any one of the units of the Union Pacific system desirable.

Laying More Double Track.
In addition to adding continually to its physical equipment in the way of building more freight and passenger cars as well as locomotive engines, the Union Pacific company constantly has surveyors in the field endeavoring to designate right-of-way that would be suitable for more double tracking. The latest double track project to be undertaken is that between Emery and Wasatch. From an engineering viewpoint the project is one of stupendous proportions. Because the right-of-way which is now being built into a road bed traverses one of the roughest sections of the Wasatch range of mountains, the project is said to be as difficult of execution as the building of the Lucin cutoff across Great Salt Lake, or the Panama canal. Master brains built the latter two projects and the genius of E. H. Harriman, who built the

Lucin cutoff, is being carried forward in the building of this new stretch of double track. Before the work on the Emery-to-Wasatch double track was started the Union Pacific had just completed a stretch of double track from East Ogden to Weber canyon. Reference is made to these improvement projects merely to show that the Union Pacific is perpetuating its policy to keep pace with the progress of the nation. This policy was adopted when the railroad became the principal artery of trade between the east and the west and consequently a part of national life.

Factor in Time of War.

While the Union Pacific was built primarily for defense purposes, there has not been a time in the nation's history since the building of the railroad that called for its conversion into a military road. The fact that it has contributed toward the general upbuilding of the country and especially the west is used as an argument in support of the contention that what it accomplished in time of peace it can also accomplish in time of war. Connecting both oceans, the transportation of troops and munitions to eastern or western ports is made comparatively easy and with that rapidity which is necessary in the establishment of an adequate defense against invasion by a foreign foe.

The Union Pacific system is a unit composed of smaller units, which, although a part of the gigantic system, are operated independently but with the same methods and with the same policy that distinguishes the Union Pacific when the general subject of railroads occupies the attention of the world. A feeder to the intermountain country, the work of the main line of the system is taken up at this point by the Oregon Short Line with its separate divisions and carried westward to that branch known as the Oregon, Washington, Railway & Navigation company division. So closely connected are the various units that to speak of the Oregon Short Line is but to suggest the name Union Pacific and to refer to the O. W. R. & N. is but to think of it as being a part of the Union Pacific system.

Union Pacific Overland Route.
The Union Pacific is described as the Overland Route in an article on the subject appearing in a recent issue of the New West magazine. It

was written by E. E. Shively and in part, says:

"Preparedness" is the word foremost in the mind of our government and its protectors at this time, and in this preparedness, transportation holds a very important place. Imagine President Lincoln's position had General Grant found it necessary to transport a large number of his troops to the Pacific coast for strategic reasons. At least a month's time would have been required. The Union Pacific railroad has simplified this problem until such a task at the present time would mean a matter of hours instead of being figured by weeks and months.

"The Union Pacific renders inland cities, practically seaports, and furnishes one of the most potent arms of the nation either in peaceful commerce or wartime activity.

"And again, referring to supplies in case of contingency—meats, grains, ores, and other necessities of prolonged warfare—the farms, mines, forests, the railroads; all mesh together so perfectly that they form a self-supporting machine, the power and endurance of which is beyond estimation.

"And in all, the great Iron Trail—the Union Pacific railroad—has been the working arm of civilization that has built for herself a palace and planted a garden in the desert, to the glory of the republic and the benefit of the world."

AMERICA'S PLACE IN THE PACIFIC

Our usefulness and general status in the Orient have suffered from loss of prestige that it may take time to recover, by reason of the nervousness shown at Washington during the past year or two. We have no imperial ends to gain, but there is a balance to be preserved that our withdrawal would inevitably upset. The Chinese Republic shows better promise of rapid progress than any other national experiment of our generation. It looks to the United States for friendship and guidance. Great philanthropic enterprises of American origin are on foot in China and their future would be impaired if the political prestige of the United States in the Pacific were sacrificed. Furthermore, the country as a whole owes as much of its greatness to commercial interests and the security of our states on the Pacific coast as to those that lie on the Atlantic seaboard. Congress is just now appropriating a large sum for the continued building of a Government trunk railroad in Alaska; and the senate has ratified a treaty which gives us a new coaling and naval station on the Pacific coast of Nicaragua. We are appropriating a large sum for further fortification of Hawaii and the Panama canal. If we should not be strong enough to maintain all of our legitimate interests in the Pacific, including our governmental authority over the Philippines, we should certainly not be able to protect Alaska, nor defend the coasts of Washington, Oregon and California. All that is necessary is to be clearly our duties, and face them with courage. —From "The Progress of the World," in the American Review of Reviews for June, 1916.

NEW RACKET THAT CAN BE ADJUSTED TO SUIT

Lovers of lawn tennis will find interest in a new racket recently patented by D. H. Coddington, of New York. The racket frame is of metal construction, with a metal rim and hollow throat and handle. A series of weights can be placed within or removed as the player sees fit, thus adjusting the racket to his particular fancy.

OGDEN REAL ESTATE VALUES GOING UPWARD; BOOM PRICES PREVAIL

Conditions That Have Caused the Establishment and Development of Industries Here Also Make Investment in Realty Property Attractive—Purchase of City and Farm Property Encouraged Now for Various Reasons.

Because the trend of events indicate a further and more extensive development of Ogden industry, investment in Ogden real estate now when prices have again reached that high level set in "Boom Days" is considered judicious. While many wage earners have been busy wasting the surplus of their earnings in the past few years, men who have forged to the front by their business acumen have been buying all the real estate available. Today they find they made good, safe investments; for there is a market for Ogden real estate. More than that the market will continue and the real estate values gradually will be enhanced by the changing conditions, which point to a greater Ogden within the next few years.

The assurance that an international exposition here in 1919, commemorating the fiftieth anniversary of the completion of the first transcontinental railroad will be staged, is also considered a factor in the local real estate situation. The constant emigration to the west of the class of people who are home builders another. In the survey of the intermountain country, the home seekers find no place more desirable to locate than Ogden. Its scenic attractions, described in other stories appearing in this issue, its splendid climatic conditions, pure water, and the fact that it is the railroad and shipping center of the intermountain west, from the basis of every decision to make this city a future abiding place. And the fact each year finds additional industries established within the confines of the Junction City appeals to the business judgment of every person desirous of finding a place suitable for permanent location. These industries, and especially the manufacturing establishments, turn out products that are putting Ogden on the map of the world as a food producing center.

There's Work for Industrious.
It goes without saying that where there is industry there is also employment and anybody who wishes to work can find a means for a livelihood without inconvenience. The jobless men in Ogden are few and those who are out of work generally are the professional idlers, who would not work if work was offered them, or unless forced to do so.

Further evidence of the city's prosperity is given in bank clearings. In the past two or three years Ogden clearings have maintained an average higher than those of any other city in the state and in fact any city of the same population in the United States. While the splendid condition of local financial institutions can be attributed partially to prosperous conditions prevailing generally over the nation, the prosperity of local industries has been a factor in establishing the banks, which are conducted by men of sound business judgment. No stronger argument that the local money market will continue to be one of the features of the Ogden business situation is to be found than that presented in the story of the growth and development of local industry within the past few years and the causes attending.

The growth of the city has formed the subject of study by economists endeavoring to specify the causes that none might be in the dark should opportunity for further development that would represent an additional outlay of money be sought. The progressive spirit of the populace as a whole manifested in various ways daily pointed to in confirmation of the statement that confidence necessary to insure success in any business venture exists. For the reason that it is safe and profitable, investment in Ogden real estate is to be encouraged. Persons seeking information regarding bargains in city and farm property that are now to be had, should consult J. J. Bronn, Willard Kay, O. A. Kennedy, or the Skeen Realty company.

THE COUNTRY SCHOOL AND COMMUNITY LIFE.

Do Americans truly realize the remarkable social and economic changes now taking place through the agency of the small-town and rural schools? Professor James once declared that most people are old fogies at twenty-five, that they have gained at this age hard-set notions and a safe means of making a livelihood, and that they henceforth travel in a comfortable rut. There is undoubtedly a marked tendency among American rural teachers to avoid such a condition; they are realizing

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that the teacher who never does more than he is paid for never is paid for more than he does. They are realizing that the day is gone when the schoolhouse was intended simply for children; they are seeing to it that the building is fast becoming the most important center in the community. Consider for a few minutes some facts about the practical results of rural and smalltown educational efforts in America. Apparently the back-to-the-soil movement has had its day. There is in all probability a large enough proportion of the American people now engaged in producing food from the earth—if they only knew how to do it efficiently. The next great economic movement in America will probably be the countryfying of industries. Unnoticed, this movement has really been going on for several years. Large cotton factories have sprung up near the cotton fields; paper mills are steadily moving toward the forests; tobacco factories are less and less in the cities, and more and more near the source of raw material. The tendency to move away from crowded centers of population, with their congested apartment life, to the country and small towns where the laborer and his family may have cheap breathing space—in other words, this countryfying of industries—is growing more and more evident. Unconsciously, perhaps, the rural and town school has been preparing for some time for this change through the vitalizing of community life, through the infusion of genuine human interest into the existence of country and town. In short, the school teachers are making rural life as varied and as interesting as city life.—From "The Country School's Re-Birth," by Carl Holliday in the

American Review of Reviews for July, 1916.

BROKEN DOWN AT 40, GOING STRONG AT 80.

In the August American Magazine, Thomas Kane, a Chicago business man, tells how he regained his health after a nervous breakdown when he was forty-eight. He says: "Just three things are absolute necessities for the smooth-running and longevity of these human machines of ours: They are pure air, pure water, and plain food. Food alone has a price. Both air and water are God's free gifts. And yet not one person in ten thousand breathes enough pure air; not one in a thousand drinks enough pure water, and nearly all of us eat too much."

Read the Classified Ads.
Read the Classified Ads.

THOUSANDS BATHING AT SALT AIR DAILY



Bathing scene at the big resort near Salt Lake.

Enjoying a greater degree of popularity this season than ever before in the history of the resort, Saltair is greeting thousands of Utahns daily, according to reports issued by the management of the resort, at Salt Lake.

Saltair is one of the popular resorts that is common to all Utah and the out of town visitors who flock to Saltair daily, an over Saturday and Sunday, constitute a large fraction of the patronage of the resort.

Trains run every forty-five minutes to Saltair from the Saltair depot in Salt Lake beginning each afternoon at 2 o'clock.

The bathing at Saltair has been more attractive this season than formerly. The bathing department was increased at the beginning of the season to a capacity for handling fifty per cent more patronage than at any previous season and the management purchased hundreds of new stylish bathing suits, and towels, caps and other accessories. A new entrance was made from the hot water indoor pool leading out to the bathing pier and several other improvements were added in this department.

One of the most attractive improvements noted this season at Saltair was the flower beds laid out on the main plaza. These unique additions were placed at Saltair at a big expense, soil, grass and certain hardy varieties of flowers having been brought from great distances. In addition to the flower beds which have flourished all summer there are hundreds of unique flower holders artistically arranged about the main pavilion which lend a colorful note to the resort.

Another improvement is the installation of an immense skating rink which is known as the Saltair Roller Palace. This Palace has the largest unobstructed skating floor in the country and it is a particularly attractive place with myriads of potted palms arranged around the broad expanse of flooring, a spacious gallery for spectators and the band, which furnishes music for the skating and other comforts and conveniences for skaters and their friends.

The famous dancing pavilion at Saltair is as popular this season as ever and in addition to the band music there has been installed a \$20,000 unit orchestra organ and afternoon dancing has been inaugurated since the wonderful organ has been put into service.

With the Ship cafe newly decorated and a section of the floor space arranged for dancing during the dinner hour and with "Mammy" Margaret, a southern cook catering to the summer appetites the Saltair restaurant is enjoying unusual popularity this season. Boating early in the season took on new life at Saltair and with several motor boats plying their way about the lake on short trips or on longer, personally conducted, trips to the islands, this phase of seashore life at Saltair has been highly popular this year.

In addition to these big amusements there are scores of concessions that add to the amusement and pleasure of the thousands who daily visit Saltair, and the mid-week and Sunday afternoon band concerts are no small addition to the list of pleasures to be enjoyed at the famous resort.

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